

**ON
TRACK
OFF
ROAD**



**T+
TISSOT**

SWISS WATCHES SINCE 1853

INNOVATORS BY TRADITION

160th

ANNIVERSARY
1853 - 2013

T+ TISSO



OFFICIAL TIMEKEEPER



Get in touch at www.tissot.ch



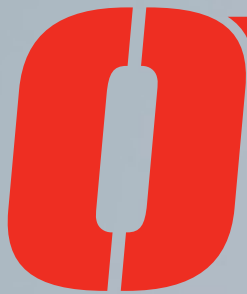
TISSOT T-RACE MotoGP™

LIMITED EDITION 2013

Become part of racing history with a robust 316L stainless steel case, scratch-resistant sapphire crystal and water resistance up to 10bar (100m / 330ft).

IN TOUCH WITH YOUR TIME





MOTOGP

Pop and go...

Yamaha are still waiting for their first victory at Aragon after three years but that didn't stop the likes of Rossi, Crutchlow et al putting on a good show

Photo by www.yamahamotogp.com







Packed out...

It was hard to find some breathing space at Talkessel for the 67th FIM Motocross of Nations and the greatest MX race in the world – backed by 41 participating countries on this occasion – lived up to its billing once more

Photo by Ray Archer







MX

Eat that...

Teutschenthal was not short of stones and Team Italy's Alessandro Lupino gets a face full here from the powerful rear wheel of a 450cc four-stroke ahead of him. 'The Wolf' would play his part in putting the Azzurri back on the box

Photo by Marian Chytka

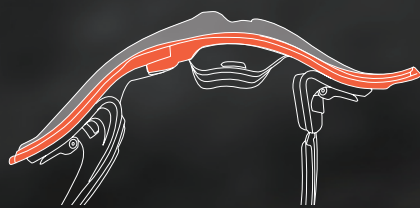






FIVE . FIVE

NECK BRACE



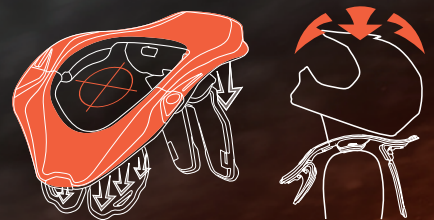
LOWER PROFILE

■ 5.5 ■ OLD LEATT PROFILE



EASY ADJUSTMENT

5-WAY, FOR BEST PERSONAL FIT



360° STRIKEPLATFORM

ALL ROUND SAFETY

CE CERTIFIED AS PERSONAL
PROTECTIVE EQUIPMENT

www.leatt.com



JEFFREY HERLINGS



LEATT[®]
Engineered for Performance
© Leatt Corporation 2013

2014 Accuri Tornado



NEW
RACE



  
ride100percent.com
[@ride100percent](https://twitter.com/ride100percent)

Team Australia - MXoN 2013
Photos: Jeff Kardas





MX

MONSTER ENERGY MOTOCROSS OF

TEUTSCHENTHAL (GER) SEPTEMBER 29th

Winner: Belgium (De Dycker, Desalle, Van Horebeek)

Runner-up: USA (Barcia, Dungey, Tomac)

Third place: Italy (Cairolì, Lupino, Philippaerts)

28/29

SEPTEMBER

TEUTSCHENTHAL

FIM

Kawasaki
Thor
Dunlop
TransGroup

USA
FIM
MOTOCROSS OF NATURE

FIM MOTOCROSS OF NATURE
PETER CHAMBERS PHOTOGRAPHY
FIM
FEDERATION INTERNATIONALE
DE MOTOCYCLISME



OF NATIONS

67th MX of NATIONS

BER 2013
- GERMANY

MONSTER
ENERGY



PLAY

By Adam Wheeler, photos by Ray Archer

MONSTER
ENERGY

Did Belgium win the 67th FIM Motocross of Nations or did the USA lose it? It depends on what your passport says I guess. For every argument there seems to be a counter point. I enjoyed watching a verbal joust between a mechanic of a rider on the victorious team against a renowned American journalist late on Sunday evening and although there was some alcohol helping out with the strength of feeling it was a moment that reminded me of the importance people place in the race and the justification they find in the eventual outcomes.

The stats that emerged on Sunday at Teutschenthal are by now well known. Belgium taking honours for the first time since 2004 and beating the USA for the first time since 2003 and Italy breaking a twelve year duck when their last podium appearance in 2002 was at the farcical non-event in Spain where the majority of countries boycotted the hastily re-organised meeting. Tony Cairoli, Ken Roczen and indeed KTM (now unbeaten in a Nations moto for the last two years) ruled in succession.

I tried not to feel too smug that my Saturday prediction that Belgium would win by two points (it was three in the end) turned out to be correct. The truth was that on the PulpMX show recorded with Steve Matthes and Jason Thomas my head was spinning trying to think of the permutations and possibilities across the three motos on Sunday. Form on paper and even through Saturday qualification would not turn out to mean much in this ultimate of motorsport team competitions. Still, I believed the Belgians were the closest to Team USA for all-out reliability across the three-man crew and the kind of luck that benefitted the ridiculously fast Americans in St Jean D'Angely in 2011 (when Christophe Pourcel's rear tyre folded) might head in reverse this time.

Doubts in the Belgians' selection of Cairoli's teammate Ken De Dycker over Suzuki's Kevin Strijbos, who showed better form towards the end of the MX1 GP season, were growing a little stronger after an unspectacular first moto but De Dycker was fabulous at the crucial moment and his push to second place in the final minutes of the meeting past a determined and ailing Max Nagl was emphatic for the 'Red Knights' to seal their fifteenth triumph in the annals of the Nations.





67th MX of NATIONS



PLAY





Team USA were not especially bad and the finger-pointing at Ryan Dungey for a lower level of performance was a little harsh. The 2012 AMA champ made some mistakes but there were mitigating factors behind the final standings wherever you looked: Eli Tomac's spectacular Moto2 crash dumped many points, Clement Desalle's Moto3 first corner tumble and dislocated left shoulder stopped Belgian hearts (Team Manager Joel Smets even spent the first fifteen minutes of the race in the medical centre with the 2013 MX1 GP class runner-up believing the cause was lost), Justin Barcia's part in the same Desalle pile-up – that would also hurt Team France and Team GB chances with Christophe Charlier and Shaun Simpson getting caught up – meant a decent charge back to the fringes of the top ten but without the points or positions needed to regain the Chamberlain trophy they held between 2005 to 2011. Even Team Germany's Dennis Ullrich was completely out of luck with two DNFs that scuppered the hosts' aspirations of a top three finish.

At least Roczen's thrilling Moto2 duel with Tomac satisfied the partisan crowd's longing, and the AMA 250SX champ could head back to California safe that he had fulfilled his role in the whole affair.

Teutschenthal produced some scenes that were rich to the eye. The colour of the crowd in every possible spectator zone was something to behold while the sight of forty of the world's most capable riders barrelling into the fast first turn was motor-sport excitement exemplified.

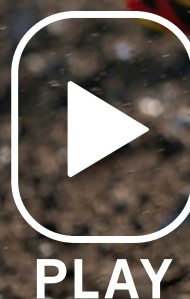
Skill and bravery in the long and bumpy ruts and brute strength in controlling the 450cc motorcycles on that technically demanding terrain almost gave cause to wince every lap. Talkessel flowed fast but was still winding and tight and was a stage where the MX2 bikes were more than a match for the 450s, where extra torque had fewer opportunities to make a difference. Roczen and Tomac on their 250SX-F and CRF250R classified almost fifty seconds ahead of Desalle, the first 450cc rider in the field, in third place in the captivating Moto2 dispute.

Roczen battled nerves, pressure and a KTM that didn't look to have the best set-up for the Talkessel bumps but while his second outing was superlative there were notable results across the three sprints.

Cairoli was supreme, De Dycker surprisingly inspired, Evgeny Bobryshev banished his anonymity to figure at the front in Moto3, David Philippaerts discovered a top ten finish to provide the points the Italians needed to start a party, veteran Marc de Reuver – who broke vertebrae in a season-ending accident at the track in 2003 – was a turn-up for Holland in Moto3. Tommy Searle carried a smile forged from a new WP suspension set-up on the CLS Kawasaki and was a worthy overall runner-up to Cairoli in the MX1 class. You cannot ignore the good starts and presence of European Champion Valentin Guillod who filled the role of 'small fish in a big ocean' and lastly the Australians might have equalled their second best result from 1986 in fourth but the combo of Brett Metcalfe and Todd Waters just could not match the superb starts of Dean Ferris; miles ahead of other factory machinery, 250s and 450s, on his Cosworth Yamaha out of the gate. If the Canada Champion and new MXGP Husqvarna rider could have pushed higher then the Aussies would have been a stronger podium threat.

One of the best parts of the Motocross of Nations was – again - the factor of unpredictability. The podium order could have changed right up until the final laps and a mistake here or there from either the Belgian or American protagonists or the riders they were trying to catch or pass could have had a bearing on the points standings. It made for gripping and almost overwhelming viewing as private battles on the track held consequences for the bigger picture. We've seen the same scenario several times in recent years and you only have to hope it continues because the competition will endure and prosper because of the entertainment.

So, to Latvia next year. Kegums is an apt Grand Prix venue and will mean compact and bumpy sand. Riga is a picturesque capital city less than an hour from the track. Latvia might not be a stronghold of traditional motocross but there is little doubting





PLAY

CHARGE OF THE 300s

Among the plethora of press conferences at Teutschenthal one of the more memorable was the unveiling of the three main motorcycles expected to form the majority of the field for the new European Championship for 300cc two-strokes in 2014. KTM, TM and Husqvarna threw off the covers for the gathered media. The Husqy in particular was a fetching and angular creation and viewing of the bike represented a 'world premiere' of the new technology since KTM's purchase of the brand earlier this year. The motocross and enduro range from the Swedes was due to be unveiled in full at the Uddevalla circuit – home of the Swedish Grand Prix – the week after the Nations. "Somebody powerful decided that the two-strokes had to come back...and that's the market," commented Youthstream President Giuseppe Luongo

who will run the 300s in a seven round contest alongside 2014 GPs. "The people want the two-strokes and they are buying them. For sure this doesn't mean we are stopping with the four-stroke but it does mean more choice for the riders and the fans."

"For us the two-stroke racing world is always alive," said KTM Motorsports Director Pit Beirer. "I think it has a lot to offer in terms of fun, enjoyment and cost benefit and I believe a rider also needs to learn to ride one. We will keep this philosophy and Husqvarna also. We, as European brands, want to keep the sport alive at the base and I hope we will see future world champions who have maybe come up through these bikes."



Australia's Dean Ferris was unquestionably the 67th Motocross of Nations' outstanding starter...his two decent getaways helped in part to his ranking of 2nd overall in MX2 for the day. The Aussies were fourth: "A grand prix win and all the podiums this year have been really special for me, and this as well," he said. "It is dream to get to this level and I'm shooting higher as well so maybe there are some better years to come. I'll have a cold beverage tonight!"

67th MX of NATIONS



PLAY

Roczen finally grabbed that Nations chequered flag and four years of victory in the MX2 division in the competition means he can rightly claim to be one of the best 250F riders in the modern era. The German is still only twenty





MXGP MAG

67th MX of NATIONS

A quick insight to the **KTM Empire**

2014 EXCLUSIVE



Highlights of the 2013 SEASON

MXGP OF ITALY THE WINNER IS PAULIN GAUTIER

CALENDAR

ROUND	DATE	LOCATION
1	2013-04-07	Castell de Ferro
2	2013-04-14	Castell de Ferro
3	2013-04-21	Castell de Ferro
4	2013-04-28	Castell de Ferro
5	2013-05-05	Castell de Ferro
6	2013-05-12	Castell de Ferro
7	2013-05-19	Castell de Ferro
8	2013-05-26	Castell de Ferro
9	2013-06-02	Castell de Ferro
10	2013-06-09	Castell de Ferro
11	2013-06-16	Castell de Ferro
12	2013-06-23	Castell de Ferro
13	2013-06-30	Castell de Ferro
14	2013-07-07	Castell de Ferro
15	2013-07-14	Castell de Ferro
16	2013-07-21	Castell de Ferro
17	2013-07-28	Castell de Ferro
18	2013-08-04	Castell de Ferro
19	2013-08-11	Castell de Ferro
20	2013-08-18	Castell de Ferro
21	2013-08-25	Castell de Ferro
22	2013-09-01	Castell de Ferro
23	2013-09-08	Castell de Ferro
24	2013-09-15	Castell de Ferro
25	2013-09-22	Castell de Ferro
26	2013-09-29	Castell de Ferro
27	2013-10-06	Castell de Ferro
28	2013-10-13	Castell de Ferro
29	2013-10-20	Castell de Ferro
30	2013-10-27	Castell de Ferro
31	2013-11-03	Castell de Ferro
32	2013-11-10	Castell de Ferro
33	2013-11-17	Castell de Ferro
34	2013-11-24	Castell de Ferro
35	2013-12-01	Castell de Ferro
36	2013-12-08	Castell de Ferro
37	2013-12-15	Castell de Ferro
38	2013-12-22	Castell de Ferro
39	2013-12-29	Castell de Ferro
40	2014-01-05	Castell de Ferro
41	2014-01-12	Castell de Ferro
42	2014-01-19	Castell de Ferro
43	2014-01-26	Castell de Ferro
44	2014-02-02	Castell de Ferro
45	2014-02-09	Castell de Ferro
46	2014-02-16	Castell de Ferro
47	2014-02-23	Castell de Ferro
48	2014-02-29	Castell de Ferro
49	2014-03-06	Castell de Ferro
50	2014-03-13	Castell de Ferro
51	2014-03-20	Castell de Ferro
52	2014-03-27	Castell de Ferro
53	2014-04-03	Castell de Ferro
54	2014-04-10	Castell de Ferro
55	2014-04-17	Castell de Ferro
56	2014-04-24	Castell de Ferro
57	2014-05-01	Castell de Ferro
58	2014-05-08	Castell de Ferro
59	2014-05-15	Castell de Ferro
60	2014-05-22	Castell de Ferro
61	2014-05-29	Castell de Ferro
62	2014-06-05	Castell de Ferro
63	2014-06-12	Castell de Ferro
64	2014-06-19	Castell de Ferro
65	2014-06-26	Castell de Ferro
66	2014-07-03	Castell de Ferro
67	2014-07-10	Castell de Ferro
68	2014-07-17	Castell de Ferro
69	2014-07-24	Castell de Ferro
70	2014-07-31	Castell de Ferro
71	2014-08-07	Castell de Ferro
72	2014-08-14	Castell de Ferro
73	2014-08-21	Castell de Ferro
74	2014-08-28	Castell de Ferro
75	2014-09-04	Castell de Ferro
76	2014-09-11	Castell de Ferro
77	2014-09-18	Castell de Ferro
78	2014-09-25	Castell de Ferro
79	2014-10-02	Castell de Ferro
80	2014-10-09	Castell de Ferro
81	2014-10-16	Castell de Ferro
82	2014-10-23	Castell de Ferro
83	2014-10-30	Castell de Ferro
84	2014-11-06	Castell de Ferro
85	2014-11-13	Castell de Ferro
86	2014-11-20	Castell de Ferro
87	2014-11-27	Castell de Ferro
88	2014-12-04	Castell de Ferro
89	2014-12-11	Castell de Ferro
90	2014-12-18	Castell de Ferro
91	2014-12-25	Castell de Ferro
92	2015-01-01	Castell de Ferro
93	2015-01-08	Castell de Ferro
94	2015-01-15	Castell de Ferro
95	2015-01-22	Castell de Ferro
96	2015-01-29	Castell de Ferro
97	2015-02-05	Castell de Ferro
98	2015-02-12	Castell de Ferro
99	2015-02-19	Castell de Ferro
100	2015-02-26	Castell de Ferro

NEWS

PHOTOS

VIDEOS

TICKETS

ORDER YOUR TICKETS

MONSTER ENERGY

KAWASAKI

OFFICIAL SPONSOR

FACEBOOK

TWITTER

MOTOCROSSMX1.COM

With MX1 becoming 'MXGP' in 2014 a brand new logo and look for the category was presented by Youthstream with a stronger view towards the digital age arriving in the shape of a fresh website design and new monthly, free digital publication. The company have already stepped up their social media activity significantly in the past twelve months and the breadth of footage of MXGP available on MX Life and their Youtube channel is nothing short of comprehensive. A new video game, made by the same developers who produced the title 'Mud' last year is in turnaround. Simply called 'MXGP' the software will feature entirely accurate tracks, riders and liveries to remedy one of the main criticisms of 'Mud' that was more arcade than simulation for Grand Prix fans.

CAIROLI & NEOX

The FIM MX1 World Champion presented his new goggle product in collaboration with HZ at Teutschenthal. The Neox goggle – immediately distinctive thanks to the unmistakeable Cairoli day-glow hue – will be formally shown at the EICMA motorcycle show in Milan in November but the product is sufficiently finished form to be able to generate some buzz in Germany.







Justin Barcia shows off some of the custom creativity that gets lid painters across the world excited about the Nations. The Honda man claimed the MX Open class but is still waiting to be part of the winning team after his second appearance for the USA



NEW DATES AND PLACES FOR 2014

Three Grands Prix for the 2014 FIM Motocross World Championship were either confirmed or announced on Saturday in Germany. A second visit to Brazil (Goiana) was entirely expected and following rumours for several months that the sell-out meetings in the southern hemisphere were popular enough to consider another MXGP fixture in the same campaign. Ratification that Mexico will return with a new and trusted promotional partner means a venue close to the city of Leon while the first Grand Prix of Ukraine was a surprise and the site of Donetsk caused quite a few to break open the Google maps page to find a town some 600km from Kiev. Publication of the latest version of the calendar should arrive in mid October and it will be interesting to see how these events are scheduled. A trio of Qatar, Thailand, Brazil could open the '14 championship and the series might be book-ended with the second Brazilian fixture and the journey to Leon. It would be potentially hazardous to culminate the season with just a single trip to Brazil and the South American jaunt would work better as a double-header. Ukraine could temporarily replace the Latvian round as Kegums will

ready itself for the 2014 MXoN and fit into the northeastern European stage involving Sweden and Finland. Above all teams considering their budgets and perhaps waiting for news from Youthstream for any expansion to the needed travel indemnity will be curious to know if MXGP will stretch to eighteen events or remain on seventeen.



Team GB have their own stories in a path to sixth place overall. Shaun Simpson had his front brake broken by a rock and then had to fly back from last in Moto3 after a first corner crash. Tommy Searle's new suspension set-up (below) helped the Brit towards a very decent showing while Jake Nicholls made the most of his final 250cc appearance before heading into the MXGP class for the 2014 FIM MX World Championship

67th MX of NATIONS





Clement Desalle was peerless in the MX Open qualification on Saturday and recovered from a bad start in Moto2 to grab third place. His accident on the opening turn of Moto3 led to a dislocated left shoulder and some uncomfortable celebrations with Team Belgium

MOTOCROSS OF NATIONS CLASSIFICATIONS

MX1

Riders

1	Tony Cairoli, ITA	KTM
2	Tommy Searle, GBR	Kawasaki
3	Ken De Dycker, BEL	KTM
4	Gautier Paulin, FRA	Kawasaki
5	Ryan Dungey, USA	KTM

MX2

Riders

1	Ken Roczen, GER	KTM
2	Dean Ferris, AUS	Yamaha
3	Jeremy Van Horebeek, BEL	Kawasaki
4	Eli Tomac, USA	Honda
5	Alessandro Lupino, ITA	Kawasaki

MX OPEN

Riders

1	Justin Barcia, USA	Honda
2	Tanel Leok, EST	TM
3	David Philippaerts, ITA	KTM
4	Shaun Simpson, GBR	Kawasaki
5	Todd Waters, AUS	KTM

MX OF NATIONS STANDINGS

TEAMS	Points
1 Belgium	27
2 United States	30
3 Italy	33
4 Australia	40
5 France	44



67th MX of NATIONS



Cairolì was the star but Lupino and Philippaerts' consistency helped towards the Italian's best Nations performance since the start of the century

READY TO RACE
» www.ktm.com



CAIROLI AND HERLINGS WORLD CHAMPS!

**UN(4)GETTABLE,
UN(DUTCH)ABLE!**

Toni Cairoli's fourth successive MX1 world championship title aboard the KTM 350 SX-F was another step for the Italian towards matching the remarkable 10 titles won by legend Stefan Everts.

As team boss, Stefan also got to witness Jeffrey Herlings, with 14 GP wins in succession on the KTM 250 SX-F, pulverise another record of his. Just 18 years old, Jeffrey was simply untouchable in winning his second MX championship title.

One team – two champions – 39 moto wins – **READY TO RACE!**



facebook.ktm.com

KTM POWERWEAR **KTM POWERPARTS** **KTM ADVENTURE TOURS**

KTM CAMPS **KTM ORIGINAL SPARE PARTS** **KTM FINANCE**



KTM

THE GRAND FINALE...

By Adam Wheeler



After thirteen years of reporting the Motocross of Nations...it still catches me out.

It is the big hitter of the motocross calendar which not only means more people watching the international match-up but also a lot more meetings, business, entertainment, courting of sponsors and industry presence throughout the 48 hours. For new prospective companies interested in the values of the sport (read: youthful following, accessibility, all-action, athleticism and daring) then the Nations is the best possible 'showroom'. The atmosphere, crowd and cosmopolitan appearance of this annual 'festival' promote the best side of motocross, and that is why Youthstream have to be careful about selection of host venues. The organisation and circuit for the Nations needs the right support to entertain a meeting of this scale (set-up costs and then details like traffic concerns alone would be an issue for quite a few time-honoured sites) as well the capabilities to welcome the size of the circus surrounding 40 entered teams, all the industry and of course crowds that are routinely hitting the 40,000-50,000 mark. There are not as many tracks as you'd think in Europe that can fit the bill.

Germany and Teutschenthal was ideal and timely on this occasion with the boom of interest in the sport driven by the likes of Ken Roczen, Max Nagl and a very well backed national series over the past three years. Attendances had been steadily climbing at Talkessel for the Grand Prix and vindication that the Germans are going through an MX purple patch was seen at Lommel for the 2012 edition with a victory that ensured the champions would be on home turf for the recently closed 67th incarnation. The MSC Teutschenthal club carried out the renovations that the circuit needed to cope with

the Nations and should be set for the coming seasons if (and hopefully) the bustling public continue to turn up for Grands Prix. The place heaved throughout the weekend and only just managed to deal with the 40,000 throng on Sunday. Although the spectator banks were not only occupied with the locals (good show by the British fans, going by the amount of flags) the decent turnout does help explain the low headcount just over a month earlier at the experimental Lausitzring for the German GP – a layout incidentally awarded 'Best Track' by the FIM on Saturday night.

So while the busy and congested appearance at the weekend was not a surprise the potential of the Nations for the press is still something to get your head around. The paddock provides a wealth of story opportunities and being the season curtain-closer the need to bank some editorial for the winter was a subject that some in the Media Centre were keenly aware of.

The timetable is a relative breeze compared to a Grand Prix where the sound of engines barely stops from breakfast to dinner but the gaps in the programme mean the MP3 recorder works overtime across a table and too many cappuccinos.

Monster Energy laid on a frankly scary lawn-mower racing event (full props to Gautier Paulin for his drifting skill in the Parking B enclosure...is there anything this guy cannot steer at speed?) and there were press conferences showing off new 300cc two-strokes to 6D helmet technology to new branding to a world champion launching his own goggle line. The Nations conveys some of the best in motocross in a three day period for at least once a year. It is hectic but virtually unmissable, in many ways.



THE OTHER SIDE...

German photographer Clemens Bolz got under the skin of the 2013 Motocross of Nations and we're happy to show off some of his work from Teutschenthal last weekend on these pages. Enjoy, relive or make a note not to miss out in 2014...



















PLAY







THE COLD END OF THE SAUSAGE

By Steve Matthes

There's simply nothing like a Motocross des/ of Nations. Nothing at all in motocross can touch its passion, uniqueness, format and pressure. It's the very best riders in the world are not riding for money or for next year's contract, but for their country. The 'best of the best' and once again this year in Germany, the race didn't lack for any skill, drama and excitement.

It's now the day after the race, I'm sitting in my airline seat somewhere over the Atlantic and I've composed some thoughts, opinions and observations from the weekend. Firstly though...the track and the event itself. Having attended the GP at Talkessel in 2009 I knew what to expect but the German fans outdid themselves from that cold day four years ago. Coming off their first ever win last year, the crowd were packed into Teutschenthal like never before and were there to drink, party and watch the races: in that order. There was a fantastic atmosphere and German vunder-kind Kenny Roczen gave them what they wanted with two great rides in winning the MX2 overall for the fourth year in a row and even the second MX2/MX Open moto, joining the likes of Antonio Cairoli, Steve Lamson, Ryan Villopoto and Sebastian Tortelli in doing that on the small bike. Crashes and injuries to Dennis Ullrich, the third German on the team kept them off the podium but the fans got to see Roczen dominate so I'm sure they were happy.

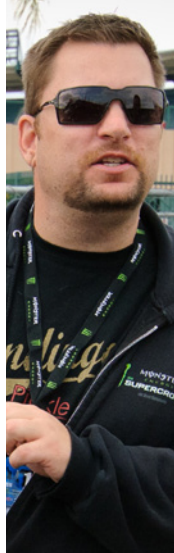
The track underwent some pretty big changes. In keeping up with American tradition there was a lot of soft dirt brought in then watered and tilled up with the existing hard pack. It made for a very rough surface (as did the 'no-grooming' policy put in place for this race apparently) and one that seemed to favor the 250Fs. It couldn't have been a coincidence that race-in and race-out the MX2 riders won motos, had the fastest times and seemed to be able to get around the tight, ruddy circuit better. In talking to USA's Justin Barcia afterwards, he mentioned it was harder to get the

bigger bike in and out of the corners and stay in the ruts. There were a few theories thrown around by different riders throughout the day but no matter what, the proof is there. This track favored the smaller bikes.

“The fans at Teutschenthal were there to drink, party and watch races; in that order...”

Team Belgium won the whole shooting match with solid consistent rides from Clement Desalle, Ken De Dyker and Jeremy Van Horebeek. The team was one of the countries that people knew had a good shot at winning the whole thing and although they didn't own an moto, the trio was good enough to win by three points even with dropping Desalle's 40th place in moto 3 when he crashed in the first turn and dislocated his shoulder. Big Ken De Dyker was really the hero for the Belgians with a fantastic ride in the third moto as he fought hard to eventually get second behind Italy's Antonio Cairoli. What he did was key.

Team USA is once again wondering what happened after losing for the second year in a row and after a seven year win streak. And, truthfully the 'red, white and blue' were a bit lacking in raw speed this year. Well, for two out of the three members at least. GEICO Honda's Eli Tomac was fantastic in both of his outings as he charged up from the back but a massive crash in the first moto while right behind Ken Roczen hurt him and although he caught the German rider twice in the third affair, props to Roczen for stepping up and holding Tomac off. Eli Tomac was a rookie on the team but his second overall in the third moto and the speed he showed was really something. Justin Barcia was pretty good on the day but a first turn crash in the third moto held him back. He put in a great charge to get back to 11th and



thanks to Desalle's crash he was able to win the MX3 class but there was no doubt that Desalle was the better man over the weekend. Catching Barcia and passing him in Saturday's qualifier as well as in the second moto of the day showed us that. Barcia rode well, showed heart in that third moto, but it wasn't enough.

And then there was Ryan Dungey. There's no doubt that the Red Bull KTM rider is one of the finest riders in the world but this is now two straight Nations where we haven't seen his best. Dungey got good starts, he was right up there but went backwards in both motos and finished with a pedestrian 6-7 score in the MX1 class. And it wasn't really close either, Dungey struggled out there and one wonders what he can do to correct the problem in future MXDNs. The bike certainly didn't look great out there but he's better than what he showed. This won't go down in the Ryan Dungey career highlight package when it's all said and done.

“Dungey is one of the very best but we haven't seen it for two years in the MXDN now...”

And even with all these troubles had Barcia not crashed in the first turn and just gotten a fifth or if Tomac had gotten a second behind Roczen in the first moto Team USA would be champs again. There's a tendency to over-react to these things (for more proof check my Twitter feed) but the bottom line is that a lot has to go right for a country to win the Nations and when you lose, it makes you appreciate the wins that much more. Team USA will be back and they'll win again one day but on this day, it wasn't happening.

Italy ended up third and for those people who just can't accept the fact that Antonio Cairoli is one of

the very best riders anywhere in the world then his second Nations MX1 win through sand and now hard-pack plus seven world titles is proof enough. The question mark going into the event was could ex-anchor and former World Champion David Phillipaerts do enough to help the team out. Touching 30 and his best days behind him, the Italian had a great third moto and was third overall in the MX3 class to help his team.

Without question (and despite Chad Reed berating me on Twitter for stating this) Australia's Dean Ferris was the surprise rider of the weekend. Riding his Dixon Cosworth (carbureted) Yamaha that is the envy of many in the paddock, Ferris was the fastest qualifier in practice, finished a close second to Roczen in his Saturday race and got second overall on Sunday in the MX2 class with 5-4 scores in the combined motos. In an interview with Ferris after the race he mentioned that he really wants to come over to the United States and race supercross and motocross. A GP winner this year in MX2, he is now moving to MX1 next year and then, well then I think we'll see Ferris try to follow his fellow Aussie's and make the hop to America.

And my home country...well what can you say? I thought that perhaps there was a chance for a top ten for Canada: they had it all, their own race bikes, great support from Sarholz Honda and three of the quickest guys in the country. And trust me, these things haven't always lined up for the maple leaf. Unfortunately they didn't make the A final and suffered an epic collapse on the last lap of the B final that saw them go from first to fourth. Thanks to Josh Coppins, Roger Harvey, Eli Tomac, the USA mechanics and all my fellow media members from other countries for their consoling and well wishes. I feel like Charlie Brown lining up for a kick with Lucy holding the ball. Oh well, there's always next year right?

MotoGP

GRAN PREMIO IVECO DE ARAGON

MOTORLAND · SEPTEMBER 29th · Rnd 14 of 18

MotoGP winner: Marc Marquez, Honda

Moto2 winner: Nico Terol, Suter

Moto3 winner: Alex Rins, KTM

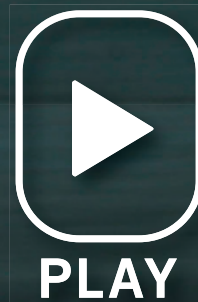


A superb seventh win for Marquez means a 50% success ratio in 2013 so far. The day was not without its problems however...

ARAGON

MotoGP ARAGON

TOUCH TOO FAR?



By Matthew Roberts, Photos by Milagro, Honda Pro Images, Ducati Corse Press,
www.yamahamotogp.com, Tech3.fr, Gold and Goose, www.motor-racing.tv/marcvds/bike





Don't worry Dani, I remember my worst birthday ever too. I was around thirteen years old, my dad was out at work and my brother and sister had stayed at friends' houses, leaving me and my mum alone at home for the grand unwrapping of my family present over breakfast. My anticipation turned to dismay as I hastily tore off the paper, uncovering the junior edition of 'Trivial Pursuit'.

To make matters worse it had superficial damage to the box and when I sulkily pointed this out to my mother, she explained she had dropped it on her way to the car. It was of course damaged because it was second hand, a fact that didn't occur to me until I was reminiscing many years later about the time Santa Claus had been 'riding my BMX' before parking it under the tree and then things, suddenly, devastatingly clicked into place.

I digress, but such shattered dreams are an all-too-familiar experience for Dani, who jumped out of bed on the morning of his 28th birthday hoping that this could be the day he hauled himself back into World Championship contention with four rounds to go. Stealing home glory from Marc Marquez at Aragon would not only have increased the pressure on his team-mate at the top of the standings but would have also lifted him above Phil Read into fourth place in the all-time podium list on 122, a tally bested only by Valentino Rossi (181), Giacomo Agostini (159) and Angel Nieto (139).

As it happened, contact between the pair on lap five caused Dani's traction control cable to break, along with various other parts of his motorcycle and his championship chances, meaning that his best hope for MotoGP immortality looks like it could well be the title of 'Greatest Rider Never To Become MotoGP World Champion.'

The moniker was floated casually by my colleague, BBC commentator Charlie Cox, during Sunday's live broadcast but it certainly holds statistical ground. Pedrosa has long since passed former 'Greatest Rider Never To Become MotoGP World Champion' Max Biaggi's career podium haul of 111 and boasts 47 wins to Biaggi's 42 in all classes.

Having not added to his triumph tally since round four this season at Le Mans, Pedrosa had the pace on Sunday to break his drought but for the umpteenth time in his career his title aspirations were shattered by something out of his control.

I don't know, perhaps he wouldn't have won that race at all but I just can't help feeling sorry for Dani; the poor guy can't seem to catch a break, unless it's his collarbone. Right now we need him to come out fighting again, to keep this championship alive until the final round at Valencia.

But this is motorcycle racing and who knows? Maybe if Marc had run into Dani in a right-hand turn instead of a left it could have been his traction control wire that got the snip. The fact is that with four races left and 100 points still up for grabs anything can still happen between the two Hondas. And with Jorge Lorenzo riding out of his skin just to keep pace on the Yamaha there are plenty of reasons to stay tuned for the remaining four rounds.



With Pedrosa out of the equation
Marquez hunts Lorenzo. For the
third event in a row the Spanish
duo finished 1-2 on the podium



Espargaro and Redding fight for more than just track space. 20 points split the pair in Moto2 with 100 still left on the table

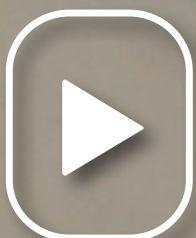


A fifth win and eleventh podium for Alex Rins means he has jumped into second place in the Moto3 table and is closing fast on Luis Salom. The Catalan has only missed the rostrum once in the last ten races





Crutchlow is in need of some mojo rediscovery...through improved engine power, especially with the fast layout of Sepang up next. The Tech3 man wasn't too happy with his sixth place in Aragon



PLAY

Podium no. 182 in Grand Prix for Valentino Rossi...that's quite a trophy set. The Italian was naturally delighted to be back on the box for the first time in five events



Smith rode to seventh for another promising finish and the motocross fan has so far totalled the highest number of points by a British rookie since James Toseland in 2008



Staring and Baustista (right). The latter grabbed a decent fourth position to improve on the past two years at Aragon where he finished sixth





MotoGP ARAGON



Another ninth position for Nicky Hayden who looks set for another year in MotoGP but powered by another Italian brand...





Lorenzo has now racked-up 70 podiums in the MotoGP class since his first season in 2008; he is the sixth best rider of all time in terms of trophies. Yamaha have yet to win at Aragon

CLASSIFICATION & CHAMPIONSHIP

MotoGP RESULT

Riders

1	Marc Marquez, SPA	Honda
2	Jorge Lorenzo, SPA	Yamaha
3	Valentino Rossi, ITA	Yamaha
4	Alvaro Bautista, SPA	Honda
5	Stefan Bradl, GER	Honda

MotoGP CHAMPIONSHIP (AFTER 14 OF 18 ROUNDS)

Riders	Points
1 Marc Marquez	278
2 Jorge Lorenzo	239
3 Dani Pedrosa	219
4 Valentino Rossi	185
5 Cal Crutchlow	156

Moto2 RESULT

Riders

1	Nico Terol, SPA	Suter
2	Esteve Rabat, SPA	Kalex
3	Pol Espargaro, SPA	Kalex
4	Scott Redding, GBR	Kalex
5	Mika Kallio, FIN	Kalex

Moto2 CHAMPIONSHIP (AFTER 13 OF 17 ROUNDS)

Riders	Points
1 Scott Redding	215
2 Pol Espargaro	195
3 Esteve Rabat	171
4 Mika Kallio	143
5 Dominique Aegerter	130



Terol was 25 on the first day of practice at Aragon and celebrated his second Moto2 success on Sunday

Moto3 RESULT

Riders

1	Alex Rins, SPA	KTM
2	Maverick Viñales, SPA	KTM
3	Alex Marquez, SPA	KTM
4	Luis Salom, SPA	KTM
5	Miguel Oliveira, POR	Mahindra

Moto3 CHAMPIONSHIP (AFTER 13 OF 17 ROUNDS)

Riders	Points
1 Luis Salom	259
2 Alex Rins	250
3 Maverick Viñales	247
4 Alex Marquez	149
5 Jonas Folger	129

Salom needs to find a victory fast to stop his championship lead eroding. Like the action on the track the second ever Moto3 dispute is likely to go down to the last. KTM are now unbeaten in 17 GP races

MotoGP ARAGON



PLAY

READY TO RACE
» www.ktm.com



CAIROLI AND HERLINGS WORLD CHAMPS!

**UN(4)GETTABLE,
UN(DUTCH)ABLE!**

Toni Cairoli's fourth successive MX1 world championship title aboard the KTM 350 SX-F was another step for the Italian towards matching the remarkable 10 titles won by legend Stefan Everts.

As team boss, Stefan also got to witness Jeffrey Herlings, with 14 GP wins in succession on the KTM 250 SX-F, pulverise another record of his. Just 18 years old, Jeffrey was simply untouchable in winning his second MX championship title.

One team – two champions – 39 moto wins – **READY TO RACE!**



facebook.ktm.com

KTM POWERWEAR **KTM** POWERPARTS **KTM** ADVENTURE TOURS

KTM CAMPS **KTM** ORIGINAL SPARE PARTS **KTM** FINANCE



KTM

GETTING OUT OF SPAIN...

By Matthew Roberts



At the fourteenth round of a season epitomised by Spanish dominance in all but the Moto2 class, where Scott Redding continues to plough a virtual lone non-Iberian furrow at the front, there was a statistic that still managed to shock me on Saturday evening: for the first time ever in the modern-era of Grand Prix racing a single nation had taken all of the front row positions on the grid in each of the three classes.

In reality the only surprise should be that it hadn't happened sooner, given that all-Spanish podiums have been a regular occurrence in 2013. On Sunday it was only Dani Pedrosa's crash, combined with Valentino Rossi overcoming Alvaro Bautista on the final lap, that prevented the eighth all-Spanish podium of the season in MotoGP but by that time we had already witnessed the eleventh in Moto3 (Alex Rins, Maverick Viñales and Alex Márquez) and, a little surprisingly, the first in Moto2 (Nico Terol, Esteve Rabat and Pol Espargaró).

The blame for this inconvenient phenomenon is often lazily and unfairly levelled at Dorna, a Spanish company who have done more than their bit to promote their home riders but who are also in no small part responsible for the development of the likes of Bradley Smith and Stefan Bradl – not to mention Casey Stoner. However, as I wandered amongst the towering might of the factory MotoGP trucks on Sunday evening I began to ponder which of them were actually doing anything to actively counter the inevitability of an all-Spanish future, which is surely in nobody's interest.

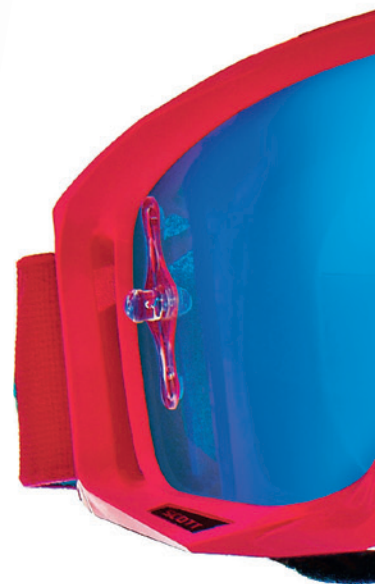
You'd think that developing riders from different nationalities ought to be a crucial part of each manufacturer's global marketing strategy (see Ducati's initial interest and long-standing faith in Nicky Hayden). Yet Yamaha's long-term hopes seemingly take the shape of Pol Espargaró,

whilst Repsol have a long production line of home-grown talent ready to follow Marc Márquez's path into the factory Honda team. With no sign of a discernible strategy coming out of Borgo Panigale and no Livio Suppo replacement in place to source young talent, it seems Ducati remain happy to take what's left.

So whilst big sponsors like Red Bull continue to play an important role in bringing youngsters through from the Rookies Cup to Moto3, until they actually secure title sponsorship or even ownership of a factory team there remains no clear path to the top for their young prospects. Past RBRC graduates Johann Zarco and Danny Kent have struggled to make progress since stepping up to Moto2 whilst the best of the current crop looks to be Luis Salom, another Spaniard, who will take Espargaró's coveted place in Sito Pons' Moto2 team next season.

In the Moto3 class Yamaha and Ducati's support remains non-existent, whilst Honda's efforts this season have been token at best and they have been frustratingly slow to confirm their plans for 2014. So on Sunday it just struck me as a little ironic that a current rider, the very same one that had prevented an all-Spanish podium in MotoGP that afternoon, is actually taking a more active role in promoting non-Spanish talent than the factory he rides for.

Last week Valentino Rossi and Sky Italia announced a joint venture that will see them launch a Moto3 team in 2014 with Romano 'Fenomenati' Fenati as one of the riders. Hopefully by the time the Italian teenager is ready to take over the reigns of his maestro as Italy's great hope in the top class, the landscape of MotoGP has changed enough so that he won't be forced to leave behind the teams and sponsors that have supported him through his formative years.





D **FEATURE** **WORDS** **OF A MASTER**

In the second Grand Prix I spent with fabled writer/broadcaster/commentator/PR guru Nick Harris he'd just crashed his car. In Jerez 2001 he swung his motor into the circuit with the wing of the Peugeot crumpled like a crisp packet. He took his faux pas in typically good spirits.

In a forty-year career around motorsports and from the very top of Formula One and MotoGP to other disciplines via a position where he was the BBC's voice for motorcycle racing, Harris has accumulated enough stories and anecdotes to fill a hefty tome of a behind-the-scenes look at paddock life. Despite repeated calls for such a tale the Oxford United FC fanatic has resisted... until recently, and has now opened the memory banks on his personal website as an attempt to offer some fascinating chronicles.

Here is an excerpt from the latest entry and the link to the website:

READ MORE HERE

The rain was sheeting down and it was stop and start on all the way on the autostrada between Misano and Bologna. Suddenly out of the spray and those piercing bright red rear brake lights the sign for Imola tried to creep by unnoticed. It didn't and it never has since that fateful day – May 1 1994.

People often ask can you remember where you were on the day Ayrton Senna died. That sign always reminds me.

I realised things were very wrong when Senna's PA rushed into our office on the top floor of the Rothmans Williams Renault bus in the corner of the Imola paddock frantically searching for his passport. Just an hour earlier I watched the television in surprise rather than horror as I saw Senna's car disappear out of the picture. I was a Formula one rookie and rather naively thought the Brazilian had taken a different line or just run a little bit wide. The pictures from the aftermath of the crash and the arrival of Senna's PA made me realise how wrong I'd been. The very worst

outcome was confirmed by my boss at least an hour before the official announcement was made of Senna's fatal accident.

It was just my third Formula one race as the Media Manager for Rothmans who were the title sponsors of the Williams Renault team. It was the first European grand prix of the season for the new dream team of Senna and Damon Hill. It had been an unbelievable baptism of fire for the new media manager with a launch in Estoril that was a foretaste of what lay ahead. Media interest from all corners of the World resulting in massive cameramen, photographer and journalists scrums any time or any place that Senna appeared. Both Senna and Hill were very professional and easy to work with because they fully understood their commitments to the media at the right place and at the right time. The opening two races in Brazil and Japan may have not gone well on the track but it had been fantastic in everything else and I was so looking forward to the European season in such an unbelievable media environment...."



NXT

SETTING THE STANDARDS FOR PREMIUM RACEWEAR



MSRMX.COM





OUT WITH A BANG

THE DAYS OF BMW IN WORLD SUPERBIKE ARE NUMBERED SO ROLAND BROWN GLADLY ACCEPTED AN INVITATION TO JOIN THE TEAM IN ITALY FOR A FINAL BLAST ON THEIR FORMIDABLE S1000RR

By Roland Brown, Photos by Milagro

BMW WSB S1000RR



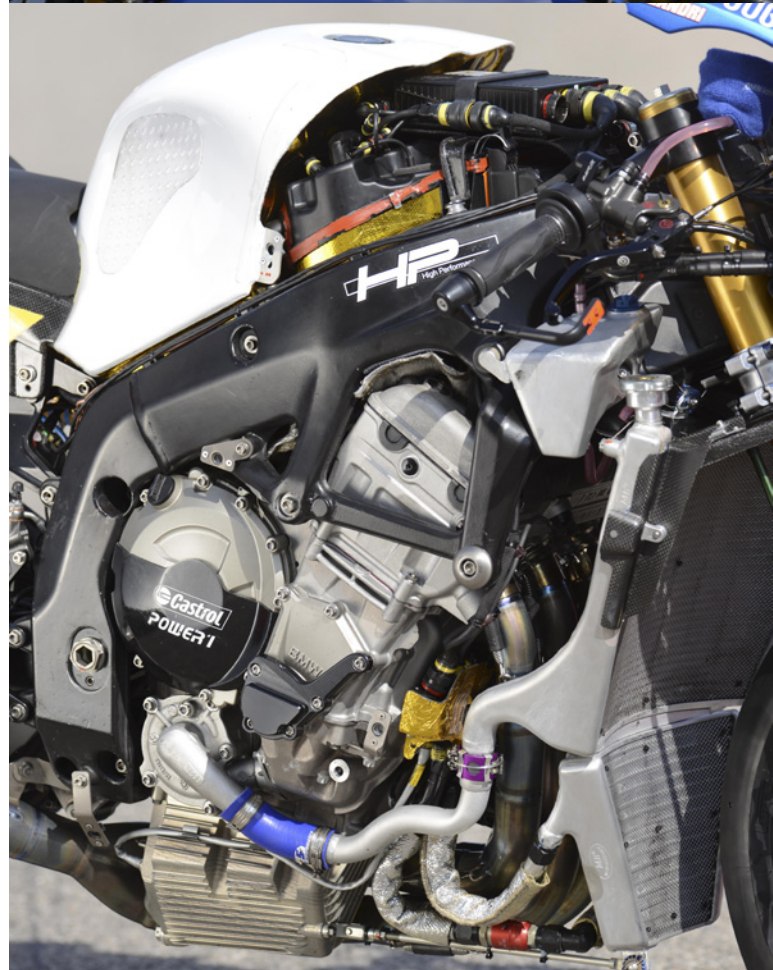
The news that BMW is abandoning its World Superbike team at the end of the season came as a shock — even to riders Marco Melandri and Chaz Davies. After a difficult time on entering the series with the all new S1000RR in 2009, the German marque has been doing well in recent years with its Italian based GoldBet team, for whom Melandri finished third in the 2012 championship.

This year both riders have been strong again, each winning several races and being in contention for the title as the season approaches its climax. But there will be no factory S1000RR on the grid in 2014. BMW's decision to quit is, it seems, purely financial. Although production-base Superbikes are far cheaper to run than MotoGP prototypes, and the S1000RR is still selling well, a factory effort was deemed too expensive.

Apart from paintwork the GoldBet team's RRs closely resemble the standard S1000RR — this season World Superbikes are even required to wear stickers that resemble headlights — but they wear fancy suspension and parts hand-made from carbon-fibre and aluminium. The tuned 999cc engine makes 225bhp, roughly 30bhp up on standard, and its cost runs to six figures. But you can't buy one, or even ride one unless you're Davies or Melandri.

Unless, that is, you've landed a spot on the press test that BMW held at Imola on the day after the round at the Italian circuit. In the pits beforehand Andrea Dosoli, the team's Technical Director, wasn't giving much away as he outlined the changes from last year. "We have taken a big step in terms of electronics and the engine from last season," he said. "We have a bit more power everywhere and it is very linear so the riders can get the best from it.

"We have also been working hard on the connection from throttle to rear tyre and it seems we have improved this. It's an evolution of the traction control and the way the torque is delivered. It is an electronic strategy. I can't go into detail but our aim is to improve grip. We have been playing a bit with timing, cutting some cylinders, creating a sort of big bang feeling to increase the traction."





TEST





Regular rider Davies appeared, looking relaxed in a cap and shorts, as a mechanic pressed the starter button to set the motor warbling through its single silencer. Thankfully the Welshman is unusually tall for a racer, at 1.83m, so his bike didn't seem cramped when I climbed aboard. (The tiny Melandri's bike would be unrideable for lanky me.)

The handlebars featured an array of Smartie-like coloured buttons for electronic adjustments, which I didn't need to worry about. But I couldn't afford to forget the reversed racer gearshift as I rode out onto the track — the BMW barking loudly as I accelerated through the first few gears, then popping and banging in annoyance as I shut off, too early, for the first turn. The front brake was ferociously powerful; the chassis seemed ridiculously light, firm and responsive.

With the Pirelli slicks already hot and sticky it was effortless to flick the bike through the chicanes with a nudge of the low handlebars and a scritch of knee-slider on tarmac. I was pleasantly surprised to find that the bike was similarly rider-friendly when I twisted open the throttle in the lower gears. Power delivery was very well metred, backed up by that sophisticated traction control system that cuts power to one or more cylinders.







***“The next few laps were thrilling,
intense and occasionally scary...”***

D TEST

There was certainly plenty of power though when the speed rose on the straights and the full 225-horse output kicked in. The BMW screamed up the hill out of Tosa, over the brow and then swooped down and through the double-apex left-hander of Piratella, then faster still on the downhill approach to Acque Minerali. It was a thrilling, violent, experience; like riding a standard superbike with all its controls turned up to 15.

The next few laps were thrilling, intense and occasionally scary. All too soon my time was up and I was turning down the pit lane, buzzing from this outrageously fast but impressively controllable machine. "A few years ago people said the bike was a beast but it's manageable now," Davies said, back in the pits. "Marco won a lot of races last year and it's got better since then. It definitely has the potential to win. It's just a question of setting it up; getting it in the sweet spot."

My short blast in the Italian heat had been hard work. At least I hadn't changed the wrong way through the gearbox, or forgotten to come in when my laps were up. Most of all I'd brought the valuable bike back in one piece — albeit without lapping anywhere near as quickly as its regular rider. I'd enjoyed the ride and learnt something about this fastest of BMWs, but its performance at the limit remained a mystery.







BACKPAGE

By Clemens Bolz







'On-track Off-road' is a free, bi-weekly publication for the screen focused on bringing the latest perspectives on events, blogs and some of the very finest photography from the three worlds of the FIM Motocross World Championship, the AMA Motocross and Supercross series' and MotoGP. 'On-track Off-road' will be published online at www.ontrackoffroad.com every other Tuesday. To receive an email notification that a new issue available with a brief description of each edition's contents simply enter an address in the box provided on the homepage. All email addresses will be kept strictly confidential and only used for purposes connected with OTOR.

Adam Wheeler Editor and FIM MXGP correspondent

Ray Archer Photographer

Steve Matthes AMA MX and SX correspondent

Simon Cudby Photographer

Matthew Roberts Television Presenter and MotoGP correspondent

Gavin Emmett TV commentator/Presenter and MotoGP correspondent

Núria Garcia Cover Design

Gabi Álvarez Web developer

PHOTO CREDITS

Ray Archer, Honda Pro Images, Milagro, Ducati Corse Press, yamahamotogp.com, Tech3.fr, Gold and Goose, Clemens Bolz, Marian Chytka

Cover shot: Best Grand Prix rider ever? by Ray Archer

This publication took a lot of time and effort to put together so please respect it! Nothing in this publication can be reproduced in whole or part without the written permission of the editorial team. For more information please visit www.ontrackoffroad.com and click 'Contact us'.